



**British Rail**

Southern

**CENTRAL AND SOUTH EASTERN DIVISIONS**

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**ALTERATIONS TO SIGNALLING  
AND PERMANENT WAY  
BETWEEN  
BLACKFRIARS, AND HOLBORN VIADUCT AND  
LOUGHBOROUGH JUNCTION, AND  
METROPOLITAN JUNCTION  
ON  
SUNDAY 14 FEBRUARY 1982**

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**DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS**

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Blackfriars signal box will be abolished, control of points and signals shown on the enclosed diagram will be transferred to Victoria (VS) signal box.

All signal telephones will communicate with Victoria (VS) signal box unless otherwise shown.

B.R. A.W.S. will be provided at all running signals except the Holborn Viaduct platform starting signals VS351, 353 and 355, and the Blackfriars platform starting signals VS 359, 361 and 363.

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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**SIGNAL APPLICATIONS**

Signal No.	Aspect	Indication	Application
VS 351	Main	Nil	Platform 1 to Down Holborn.
	Subsidiary	Nil	Platform 1 to Ludgate Siding
VS 353	Main	Nil	Platform 2 to Down Holborn
	Subsidiary	Nil	Platform 2 to Ludgate Siding
VS 355	Main	Nil	Platform 3 to Down Holborn
	Subsidiary	Nil	Platform 3 to Ludgate Siding
VS 356	Main or Subsidiary	3	Up Holborn to Platform 3
	Main or Subsidiary	2	Up Holborn to Platform 2
	Main or Subsidiary	1	Up Holborn to Platform 1
VS 359	Subsidiary	Nil	Platform 1 to No. 1 Carriage Road
	Main	Nil	Platform 1 to Down Holborn Fast
VS 366	Main	H	Up Holborn Fast to Up Holborn
	Main or Subsidiary	3	Up Holborn Fast to Platform 3
	Main or Subsidiary	2	Up Holborn Fast to Platform 2
	Main or Subsidiary	1	Up Holborn Fast to Platform 1
VS 367	Main	Position 1	Down Holborn Fast to Down Blackfriars Spur
		Nil	Along Down Holborn Fast
VS 368	Main	H	Up Holborn Slow to Up Holborn
	Main or Subsidiary	3	Up Holborn Slow to Platform 3
	Main or Subsidiary	2	Up Holborn Slow to Platform 2
	Main or Subsidiary	1	Up Holborn Slow to Platform 1
VS 369	Main	Position 1	Down Holborn Slow to Down Holborn Fast
		Nil	Along Down Holborn Slow
VS 370	Main	Nil	Up Blackfriars Spur to Up Holborn Fast
	Subsidiary	X	Up Blackfriars Spur to Down Holborn Fast
	Subsidiary	1	Up Blackfriars Spur to No. 1 Carriage Road
	Subsidiary	2	Up Blackfriars Spur to No. 2 Carriage Road
VS 372	Main	Position 1	Up Holborn Fast to Up Holborn Slow
		Nil	Along Up Holborn Fast
	Subsidiary	X	Up Holborn Fast to Down Holborn Fast
		1	Up Holborn Fast to No. 1 Carriage Road
		2	Up Holborn Fast to No. 2 Carriage Road

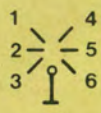
**SIGNAL APPLICATIONS**

Signal No.	Aspect	Indication	Application
VS 376	Main	Nil	Along Up Blackfriars Spur
	Subsidiary	Nil	Up Blackfriars Spur to Carriage Reception Road
VS 381	Main	Nil	Along Down Holborn Fast
		Position 4	Down Holborn Fast to Down Holborn Slow
VS 384	Main	Nil	Along Up Holborn Slow
		Position 4	Up Holborn Slow to Up Holborn Fast
660	Shunt	Nil	Down Holborn to Platform 3
		Nil	Down Holborn to Platform 2
		Nil	Down Holborn to Platform 1
662	Shunt	Nil	Ludgate Siding to Platform 3
		Nil	Ludgate Siding to Platform 2
		Nil	Ludgate Siding to Platform 1
668	Shunt	Nil	Down Holborn Fast to Platform 3
		Nil	Down Holborn Fast to Platform 2
		Nil	Down Holborn Fast to Platform 1
671	Shunt	C	No. 2 Carriage Road to Carriage Reception Road
		B	No. 2 Carriage Road to Down Blackfriars Spur
		F	No. 2 Carriage Road to Down Holborn Fast
673	Shunt	C	No. 1 Carriage Road to Carriage Reception Road
		B	No. 1 Carriage Road to Down Blackfriars Spur
		F	No. 1 Carriage Road to Down Holborn Fast
674	Shunt	Nil	Carriage Reception Road to No. 1 Carriage Road
		Nil	Carriage Reception Road to No. 2 Carriage Road
676	Shunt	X	Down Blackfriars Spur to Down Holborn Fast
		1	Down Blackfriars Spur to No. 1 Carriage Road
		2	Down Blackfriars Spur to No. 2 Carriage Road


Essex House  
CROYDON  
  
1, Albemarle Road  
BECKENHAM, KENT  
February 1982


(R/SB 429/1/31A)  
(R/Z455/176)


D. C. R. Mackmurdie  
Divisional Manager  
(Central Division)  
G. R. Newlyn  
Divisional Manager  
(South Eastern Division)


 = JUNCTION INDICATORS – The Rule Book, Section C, Clause 3.1.6.


 = GREEN ASPECT  
 = YELLOW ASPECT  
 = RED ASPECT } The Rule Book, Section C, Clause 3.1.1.


 = ROUTE INDICATOR (Numeral indicates total number of routes).

 = POSITION LIGHT SIGNAL – The Rule Book, Section C, Clauses 3.1.3. & 5.3. or 3.1.4. & 5.1.1.


 = BANNER REPEATING SIGNAL – The Rule Book, Section C, Clauses 3.3.1. & 5.5.

 = Denotes AUTOMATIC SIGNAL – The Rule Book, Section C, Clauses 2.3. & 3.3.4.


 = Denotes SEMI-AUTOMATIC SIGNAL – The Rule Book, Section C, Clauses 2.4. & 3.3.4.


 = A.W.S. INDUCTOR.


 = TELEPHONE.

 = POSITION LIGHT SHUNTING SIGNAL – The Rule Book, Section C, Clauses 3.1.5. & 5.2.

 = As above but with YELLOW light instead of red light.


 = LIMIT OF SHUNT INDICATOR – The Rule Book, Section C, Clauses 3.3.2. & 5.6.


 = SIGNAL BOX.


 = GROUND FRAME.


⊙ R.B.C. = RETURN BELL COMMUNICATION PLUNGER.

⊙ T.R.T.S. = TRAIN READY TO START PLUNGER.

 = PLATFORM STARTING SIGNAL “OFF” INDICATOR.

 = “DIAMOND” SIGN – The Rule Book, Section K, Diagram No.1.

 = NOTICE BOARD OR SIGNAL WHICH IS FLOODLIT DURING DARKNESS.

 = SPRING TRAILING POINTS

C & P = CLIPPED & PADLOCKED.

H. P. = HAND OPERATED POINTS.

T.A.C. = TRAIN ARRIVED COMPLETE.

Where the suffix letter ‘R’ is shown with the number of a colour light signal, this denotes that the signal acts as distant for the signal ahead bearing the same number.

All distances in yards.

SIGNAL INSTRUCTION  
No. 27CD/54SED

